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9 December 1954

Deputy Director/ Intelligence
THRU : Assistant Director, RR
THRU : Chief, Economic Research
Acting Chief, Aircraft Branch

Comments on News Article Appearing in The Washington Post and Times Herald, 9 December 1954

1. The most recent edition of Jane's All the World's Aircraft was summarized in a news article appearing in The Washington Post and Times Herald, Final Edition, page 13, for Thursday, 9 December 1954. (See Attachment 1) It is felt that several points contained within the news article do not check with intelligence information available to the Western Intelligence Community. These discrepancies are discussed in the following paragraphs.

2. It is pointed out in paragraph #1 of the news article that the Russians have thrown 360 factories into a vast plane production program. The adjective "vast" may be misleading, particularly in relation to the U.S. aircraft production program. There are 27 aircraft assembly plants and 13 aero-engines plants in the USSR as opposed to 48 and 19 in the U.S., respectively. This means that 320 other Soviet plants are engaged in the manufacture of aircraft components and equipment, and a part of these may possibly be subcontractors for parts of the basic airframe or engine. In the U.S. there are 1,200 other plants engaged in the manufacture of components or equipment for aircraft, without even considering subcontracting. Furthermore, the U.S. uses approximately 2.5 times the area for the production of airframes and aero-engines as the USSR.

3. Paragraphs #3 through #6 are concerned with the Soviet heavy bomber program. The aircraft referred to by Jane is known to the Western Intelligence Community as the Type 37. The prototype of this aircraft was originally observed on 30 July 1953 apparently in the process of assembly. Accordingly, Type 37's are not expected to appear in operational units until the end of 1956.

4. The standard Soviet procedure for deriving aircraft designations is to use the first two letters of the designer's last name as the prefix followed by a number usually of two digits. Three letter prefixes are not uncommon in cases where two designers are responsible for the aircraft (i.e. Mig aircraft designed by Mikoyan and Gurevich). Thus, the designation Tsagi 428 in paragraph #6 is out of line with Soviet practice. Tsagi is a research center located in Moscow, and as such has never previously been credited with designing an aircraft. Further, if such were to become the Soviet

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practice, it is more likely that the first applicable number would be used (e.g. 2) rather than 428. (Even numbers are assigned to bomber aircraft and odd numbers to fighter aircraft.)

5. Paragraph #7 lists three recent types of Soviet aircraft. It is implied that these aircraft are being produced and used by the Soviet Air Force.

a. The first of these is "a small rocket-propelled interceptor." It is a known fact that the USSR has experimented with a rocket-propelled interceptor. To date, however, there is no information to indicate that such an aircraft is being manufactured in the USSR; neither is there any indication that rocket engines suitable for propelling such aircraft are being mass produced in the USSR. Finally, there have been no observations of rocket-propelled interceptors by Western observers, nor has evidence of the high performance flights to be expected from rocket propelled aircraft

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b. The second new type is a "twin-jet single-seater fighter with a cannon armament." There have been reported sightings of twin-jet fighters appearing in East Germany, and a few similar sightings by qualified observers in the USSR. The function, and armament of this reported aircraft have yet to be determined. The extent to which this aircraft, if it actually exists, is to be produced by the USSR has not yet been determined by Western Intelligence.

c. The third new type is a swept-wing twin-jet bomber. Jane probably has reference to the medium bomber, Type 39, which is already in operational units. This aircraft is produced at Factory #22 in Kazan, and is probably designated Tu-16 by the USSR.

6. Paragraph #10 treats the Tug-75, a four-engine turbo-prop bomber that can fly 7,650 miles non-stop. Jane maintains the Russians already have this aircraft in squadron service (e.g. operational units). There have been several reports, mostly low level, regarding a Tug-75. Such an aircraft has never been seen by qualified observers, a fact which fairly well precludes the presence of Tug-75's in operational units. There is further

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[redacted] It may be that the Tug-75 is the Soviet designation for the prototype Type 37 referred to in paragraph #3 above.

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1 Attachment
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